

Serial No. 10/784,289

Attorney Docket No. 26A-015

RECEIVED
CENTRAL FAX CENTER

AUG 24 2006

LISTING OF CLAIMS:

1. (Currently amended) A steering wheel for incorporating an air bag device, the steering wheel comprising:

- a steering wheel body including a core;
- an air bag module attached to the steering wheel body;
- a metal plate arranged in the air bag module facing towards the core;
- a first engaging portion arranged on one of the core and the metal plate; and
- a second engaging portion arranged on the other one of the core and the metal plate to resiliently engage the first engaging portion; and

a stabilizing mechanism for preventing the air bag module from chattering on the steering wheel body, wherein the stabilizing mechanism includes a spring for urging the metal plate away from the core, with the spring having an end forming part of the second engaging portion.

2. (Currently amended) The A steering wheel according to claim 1, further comprising for incorporating an air bag device, the steering wheel comprising:

- a steering wheel body including a core;
- an air bag module attached to the steering wheel body;
- a metal plate arranged in the air bag module facing towards the core;
- a first engaging portion arranged on one of the core and the metal plate;
- a second engaging portion arranged on the other one of the core and the metal plate to resiliently engage the first engaging portion;

Serial No. 10/784,289

Attorney Docket No. 26A-015

RECEIVED
CENTRAL FAX CENTER

AUG 24 2006

a stabilizing mechanism for preventing the air bag module from chattering on the steering wheel body, wherein the stabilizing mechanism includes an urging mechanism for urging the metal plate so that at least part of the metal plate abuts against the core, wherein:

the urging mechanism includes a pressing spring arranged in the metal plate and having a pressing portion;

the first engaging portion includes a tapered portion having an inclined surface that is pressed by the pressing portion; and

the inclined surface is formed to increase the pressing force of the pressing spring when the amount of displacement of the air bag module increases in a direction opposite to the direction in which the air bag module is attached to the steering wheel body.

3. (Original) The steering wheel according to claim 2, wherein the stabilizing mechanism includes an urging mechanism for urging the metal plate away from the core.

4. (Canceled)

5. (Currently amended) The steering wheel according to ~~claim 4~~claim 2, wherein the core includes an annular rim core, a boss core arranged in the center of the rim core, and a plurality of spoke cores connecting the boss core to the rim core, with the urging mechanism urging the metal plate so that at least part of the metal plate abuts against one of the spoke cores.

6. (Canceled)

7. (Currently amended) The steering wheel according to ~~claim 6~~claim 2, wherein the pressing spring is a coil spring having a first end defining the pressing portion, a second end holding the metal plate, and a coil wound between the first end and the second end, with the pressing portion being resiliently movable in the winding direction of the coil.

Serial No. 10/784,289

Attorney Docket No. 26A-015

8. (Currently amended) The steering wheel according to ~~claim 6~~claim 2, wherein the pressing portion moves in directions in which the pressing spring is compressed and expanded.

9. (Canceled)

10. (Currently amended) The steering wheel according to ~~claim 9~~claim 1, wherein the spring is a coil spring having a coil, with the coil being inclined when the end moves along the first engaging portion.

11. (Original) The steering wheel according to claim 1, wherein the first engaging portion is a hook and the second engaging portion includes a resilient member resiliently engageable with the hook, and wherein the hook has a stopper for preventing the hook and the resilient member from being disengaged.

12. (Original) The steering wheel according to claim 11, wherein the hook has an engaging position where the resilient member is held and a release position where the resilient member is disengaged from the hook, with the stopper having a guide that uses the resiliency of the second engaging portion to guide the resilient member to the engaging position.

13. (Currently amended) The steering wheel according to claim 1, wherein the core includes an annular rim core, a boss core arranged in the center of the rim core, and a plurality of spoke cores connecting the boss core to the rim core, with at least one of the spoke cores having a bendable portion that is bent when the rim core is displaced, and the first engaging a connection portion at which said at least one of the spoke cores and the rim core are connected being closer to the ~~rim core~~first engaging portion than the bendable portion ~~on the at least one of the spoke cores~~.

14. (Canceled)

Serial No. 10/784,289

Attorney Docket No. 26A-015

15. (Currently amended) ~~The~~A steering wheel according to claim 14, for incorporating an air bag device, the steering wheel comprising:

a steering wheel body including a core;

an air bag module attached to the steering wheel body;

a metal plate arranged in the air bag module facing towards the core;

a first engaging portion arranged on one of the core and the metal plate;

a second engaging portion arranged on the other one of the core and the metal plate to resiliently engage the first engaging portion;

a lock mechanism including a spring having a pivot shaft pivotally held by the first engaging portion and a movable shaft extending parallel to the pivot shaft and being movable between an initial position and a lock position, wherein:

the spring is held in a state in which the movable shaft is urged away from the pivot shaft;

the second engaging portion pivots the movable shaft about the pivot shaft to the lock position to be engaged with the first engaging portion when attaching the air bag module to the core; and

the second engaging portion pivots the movable shaft about the pivot shaft from the lock position to the initial position to be disengaged from the first engaging portion when an external force separating the movable shaft from the lock position is applied to the movable shaft and the air bag module is moved in a direction in which the air bag module is removed from the core,
wherein:

the lock mechanism includes a pair of parallel arms extending perpendicular to the air bag module, each arm having a first notch engaged with the pivot shaft, a second arm engaged

Serial No. 10/784,289

Attorney Docket No. 26A-015

with the movable shaft when the movable shaft is located at the initial position, a third notch engaged with the movable shaft when the movable shaft is moved to the lock position from the second notch, and a guide for guiding the movable shaft from the second notch to the third notch; and

the core includes a first tongue, a second tongue, and a third tongue located at positions corresponding to the pair of arms, with:

the first tongue disengaging the movable shaft from the second notch and moving the movable shaft to the third notch in cooperation with the guide when pressure is applied to the air bag module to attach the air bag module to the core;

the second tongue fastening the movable shaft when the movable shaft is arranged in the third tongue;

the first and second tongues arranged between the pair of arms when the air bag module is attached to the core;

the movable shaft being disengaged from the third notch by applying external force to the movable shaft with a tool inserted through a hole located near the second tongue; and

the third tongue moving the movable shaft from the third notch to the second notch in cooperation with the guide when the external force is applied to the movable shaft to disengage the movable shaft from the third notch and the air bag module is moved in a direction in which the air bag module is removed from the core.

Serial No. 10/784,289

Attorney Docket No. 26A-015

16. (Original) The steering wheel according to claim 15, wherein the steering wheel has an upper side that faces towards a driver, and the third notch is located upward from the first notch and the second notch is located downward from the first notch.

17. (Original) The steering wheel according to claim 15, wherein the guide includes a curved surface or an inclined surface for guiding the movement of the movable shaft about the pivot shaft.

18. (Original) The steering wheel according to claim 15, wherein the first tongue includes a sloped end for disengaging the movable shaft from the second notch and for aiding the movement of the movable shaft from the second notch to the third notch.

19. (Original) The steering wheel according to claim 15, wherein the second tongue includes an upper surface for aiding the disengagement of the movable shaft from the third notch when the external force resiliently flexes the movable shaft.

20. (Original) The steering wheel according to claim 1, wherein the first engaging portion is a hook arranged on the core and the second engaging portion is a catch arranged on the metal plate and including a resilient member resiliently engageable with the hook.